2011-2014 Chrysler 200 - Engine Air Filter

2011-2014 Chrysler 200 | Easy | 10-15 minutes | $35 DIY

TOOLS

Phillips #2 screwdriver (airbox lid screws) Flathead screwdriver (intake duct clamp) Shop vacuum or clean damp rag Small tray for screws

PARTS

Engine air filter for 2011-2014 Chrysler 200; verify engine, housing shape, and VIN fitment $35.00

STEPS

1. **Identify the JS-platform airbox on the driver's side - Find the airbox with the intake** duct to the throttle body, driver side - the 200 shares this layout with the Dodge Avenger. The 2.4L and 3.6L take different panel shapes - buy by exact engine, not model year.
2. **Remove the lid screws and count them - The lid is held by screws, not clips. Back each** out into a tray - Phillips #2. They self-tap into plastic: stop the instant each spins free. Never force a seized screw; a stripped boss means the lid never seals.
3. **Give the lid room at the intake duct - If the lid won't lift clear, loosen the duct's** hose clamp - just enough to shift the lid. Don't touch the mass airflow sensor's sensing elements or hang the lid from its wiring. Duct routing is tighter on 3.6L cars.
4. **Lift the lid and vacuum the box clean - Lift the lid up and set it filter-side-down. Note** the filter's orientation - the 2.4L's flexible panel must sit in the housing's contours. Vacuum the box clean and check screw bosses for cracks; a cracked boss won't hold its screw.
5. **Seat the new filter fully in the lower half - Set the filter in flat, sealing edge fully** seated. On the 2.4L the panel conforms without bunching; on the 3.6L it drops in its channel. Press around the perimeter - a filter riding up holds the lid up and whistles.
6. **Refit the lid and snug every screw - Set the lid back on, re-seat the duct, and re-snug** its clamp. Thread each screw in by hand a couple of turns, then snug evenly - firm, not tight. Count the screws; a missing one leaves a corner lifted.
7. **Start the engine and verify - Start the 200 and idle, listening for hissing or whistling.** A drive should feel normal; if the check-engine light comes on, recheck the MAF connector and duct clamp. Inspect at each oil change; replace when dirty.

ezcarfix.com